

# BookletChart™

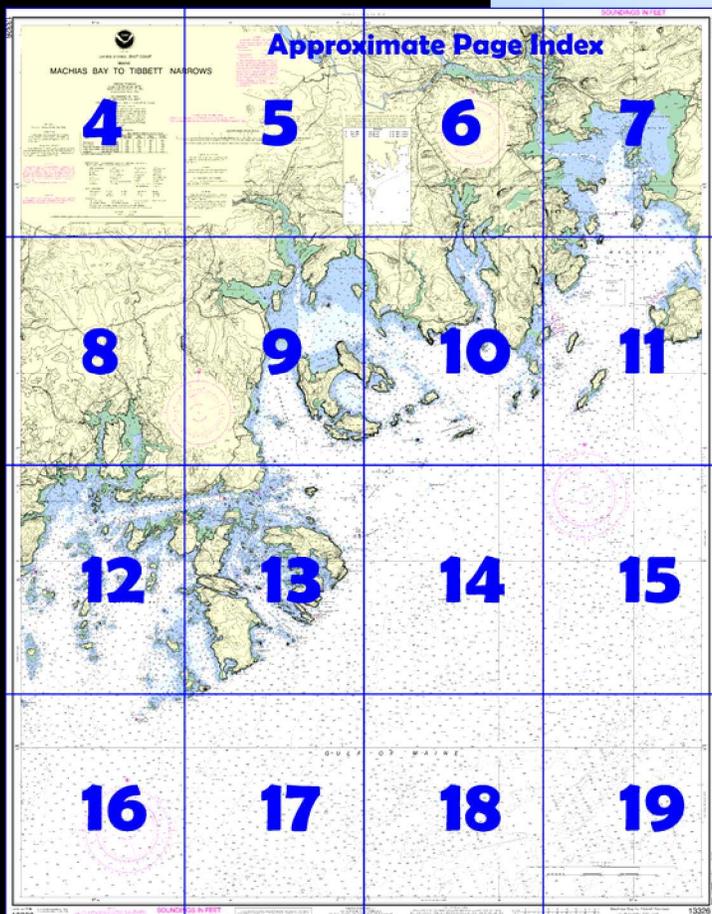
## Machias Bay to Tibbett Narrows

(NOAA Chart 13326)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

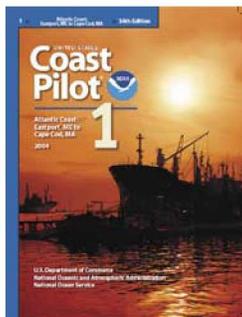
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 1, Chapter 6 excerpts]**

(42) **Machias Bay**, about 22 miles southwestward of West Quoddy Head Light, is the approach to Machias River, and the towns of Machiasport and Machias. The bay is about 6 miles long and 1 to 3 miles wide, is easily entered day or night, and affords well-sheltered anchorage for large vessels. The 2-mile-wide main entrance is between Cross Island on the east and Stone Island on the west.

(45) Several vessels have been wrecked on the eastern side of Libby Islands during thick weather, indicating a possible dead zone for sound signals to the eastward.

(49) **Foster Channel**, between Foster and Ram Islands, is a narrow passage between Englishman Bay and the western side of the entrance to Machias Bay. The buoyed channel has a depth of about 18 feet.

(54) Excellent anchorage, except in easterly weather, is available in Starboard Cove in depths of 15 to 24 feet. The cove is frequented by coasting vessels bound through Moosabec Reach making anchorage for the night. A good berth is in the middle of the cove, with the north end of Starboard Island in line with the south end of Stone Island, in depths of 18 to 21 feet. Small vessels can anchor closer to the bar, provided they take care not to shut out the north end of Stone Island by the north end of Starboard Island. The cove is entered eastward of Starboard Island, passing on either side of Stone Island.

(55) **Starboard** is a small village on the western side of Starboard Cove. A boatyard on the northwest side makes engine and hull repairs. Some marine supplies are available.

(57) **Bucks Harbor** is a shallow cove in the west shore of Machias Bay 4 miles northward of Libby Island Light. Vessels should enter midway between Bar Island and Bucks Head to avoid the fishweirs off the southern shore. The small fishing village of **Bucks Harbor** is on the slope westward of the harbor. Small vessels can anchor 200 yards off the southern side of Bar Island in depths of 7 to 15 feet, or southeast of **Bucks Neck** where depths of 5 to 7.5 feet were available in July-August 2002. On the southwest side of Bucks Harbor, opposite Bar Island, and 0.4 mile in from Bucks Head, is a 130-foot pier with a 30-foot T-head and a float which has from 4 to 6 feet alongside. Gasoline is piped to the float. Another 140-foot pier with 4 to 6 feet alongside its float landing is on Bucks Neck. Gasoline and diesel fuel are piped to the float. Some marine supplies are available. An elevated shed on the end of this pier is prominent. Provisions and some marine supplies may be obtained at a store in the village.

(66) **Machiasport** is a town on the west bank of the Machias River, 2.5 miles above the entrance. The **harbormaster** can be reached through the town clerk's office.

(69) **Machias** is a town of marked historical interest at the head of navigation on Machias River. A town concrete ramp is on the west side of the entrance to **Middle River**. The Machias Boat Club is at Machias. Gasoline, limited marine supplies, banks, groceries, motels, a pharmacy, and hospital are available in the town.

(73) The channel in Machias River is marked by buoys to about 0.8 mile below Machiasport and should be followed with the aid of the chart. The best time is at low water when the flats are visible and the channel more clearly defined. Small vessels often anchor in the channel off the wharves at Machiasport, or for a distance of about 0.5 mile southward of the wharves.

(76) **Englishman Bay**, northward of Roque Island, has numerous dangers, most of them unmarked, in the approach to the anchorage northward of Roque Island, but the buoyed channel is broad and is easily followed in daytime and in clear weather with the aid of the chart.

(77) The bay may be entered from Machias Bay through Foster Channel. Vessels from westward, bound to the anchorage at the head of Englishman Bay or to Chandler River, usually pass through Chandler Bay. Foster Channel and the adjacent islands have been discussed previously.

(96) The **Thorofare**, connecting the southwest side of Roque Island Harbor with Chandler Bay, has a depth of 8 feet and a reported covered rock in a narrow, crooked channel. The bottom is visible in the shoaler parts of the channel. The Thorofare is used considerably by small vessels with local knowledge. Strangers should avoid it.

(111) The channel in Moosabec Reach is well marked. With local knowledge, a depth of about 11 feet can be carried.

(113) Vessels caught by fog in the reach anchor anywhere in the channel where there is swinging room and the bottom is soft.

(122) **Jonesport Coast Guard Station** is on the north side of Moosabec Reach, just westward of the bridge. The wharf at the station has a depth of 14 feet alongside. Gasoline and diesel fuel are available at two lobster piers.

# Table of Selected Chart Notes

Corrected through NM Apr. 24/04  
Corrected through LNM Apr. 6/04

## HEIGHTS

Heights in feet above Mean High Water.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

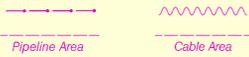
## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.282' northward and 2.027' eastward to agree with this chart.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## CAUTION

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## COLREGS, 80.105 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	IsO isophase	OBSO obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

② Rocks that cover and uncover, with heights in feet above datum of soundings.

SCALE 1:40,000

## TIDAL INFORMATION

Place	Name	(Lat/Long)	Height referred to datum of soundings (M.L.L.W.)			
			Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
			feet	feet	feet	feet
	Machiasport	(44°42'N/67°24'W)	13.3	12.9	0.3	-4.5
	Stone Island	(44°36'N/67°22'W)	13.1	12.7	0.3	-4.5
	Rogue Island Harbor	(44°34'N/67°31'W)	13.0	12.6	0.3	-4.5
	Steele Harbor Island	(44°30'N/67°33'W)	12.6	12.0	0.4	-4.0
	Jonesport	(44°32'N/67°36'W)	12.5	11.9	0.4	-4.0

(Dec 1992) Latest available information.

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

13326

67°40'



UNITED STATES - EAST COAST

MAINE

# MACHIAS BAY TO TIBBETT NARROWS

Mercator Projection  
Scale 1:40,000 at Lat. 44°33'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### HORIZONTAL DATUM

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COLREGS, 80.105 (see note A)  
International Regulations for Preventing Collisions at Sea  
The entire area of this chart falls seaward of the COLREG

### HEIGHTS

Heights in feet above Mean High Water.

### AUTHORITIES

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Refer to charted regulation section numbers.

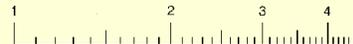
### WARNING

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### TIDAL INFORMATION

Name	Place (Lat/Long)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
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(Dec 1992) Latest available information.



To find SPEED, place one point of dividers on dist right point on 60 and left point will then indicate speed

### ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo Morse code	R TR radio tower
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Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St V statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Re radar reflector	Wh-Is white
		R Bn radiobeacon	Y yellow

### Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
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Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(?) Rocks that cover and uncover, with heights in feet above datum of soundings.

### AIDS TO NAVIGATION

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### CAUTION

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### SUPPLEMENTAL INFORMATION

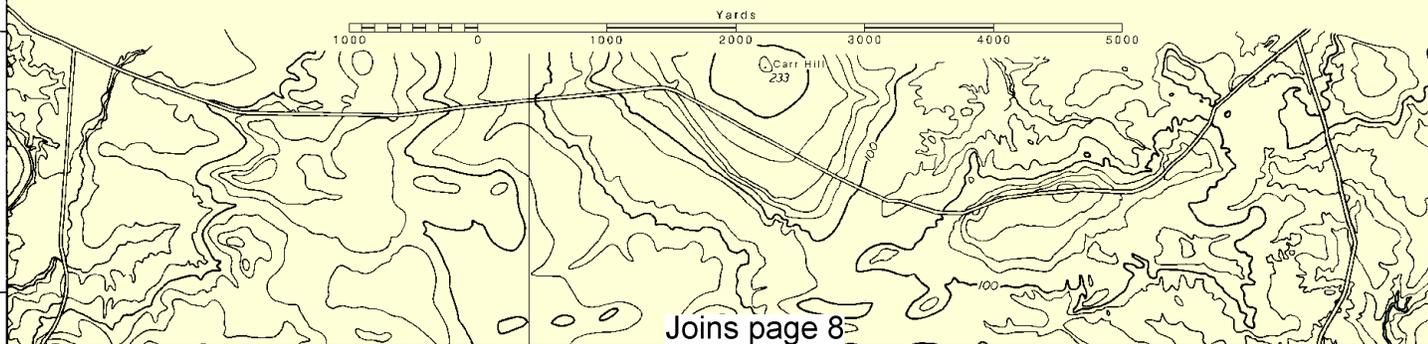
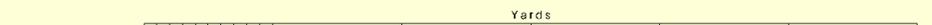
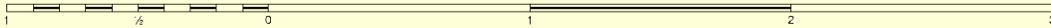
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SCALE 1:40,000  
Nautical Miles



Joins page 8

Printed at reduced scale.

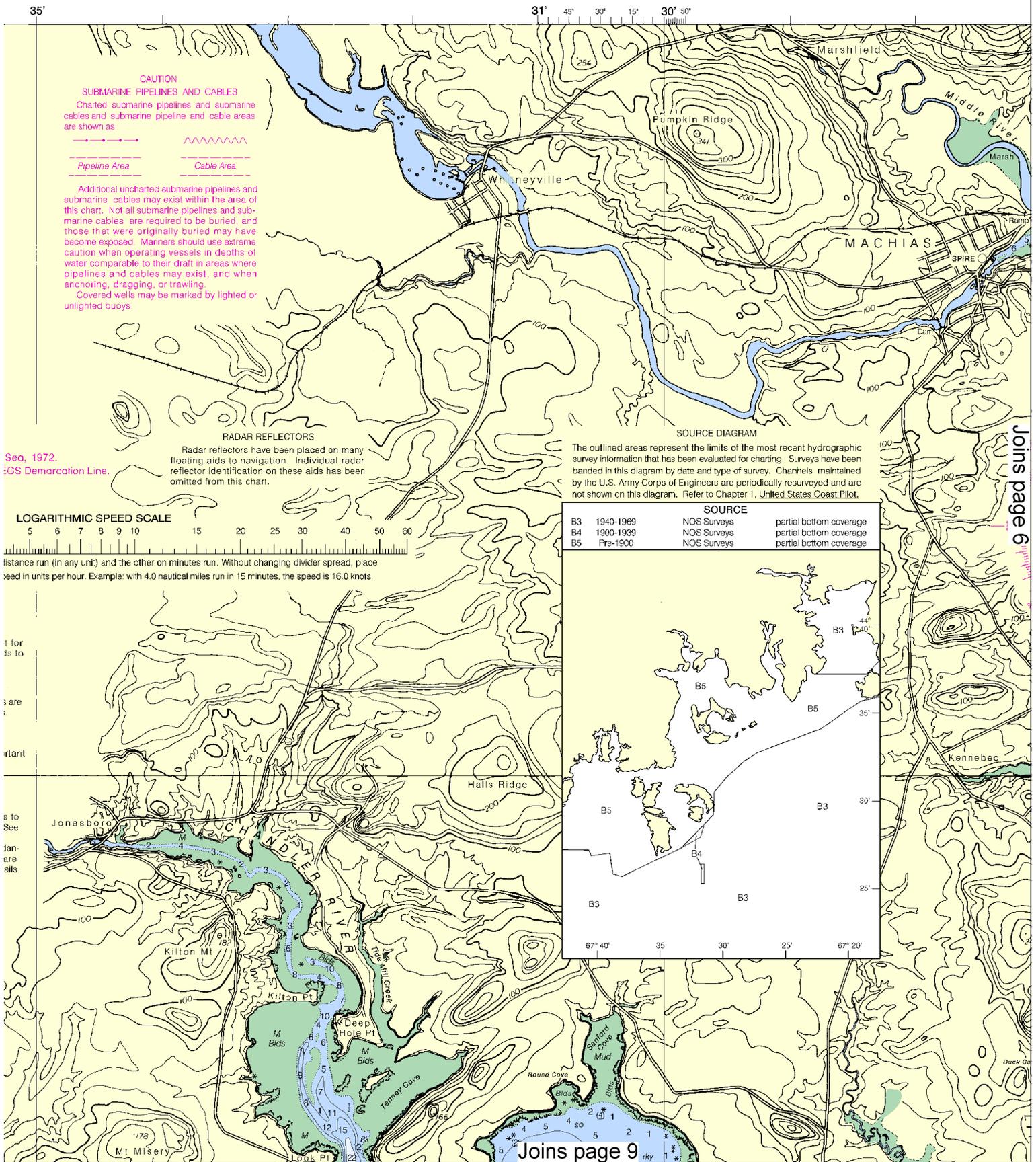
SCALE 1:40,000  
Nautical Miles

See Note on page 5.



4

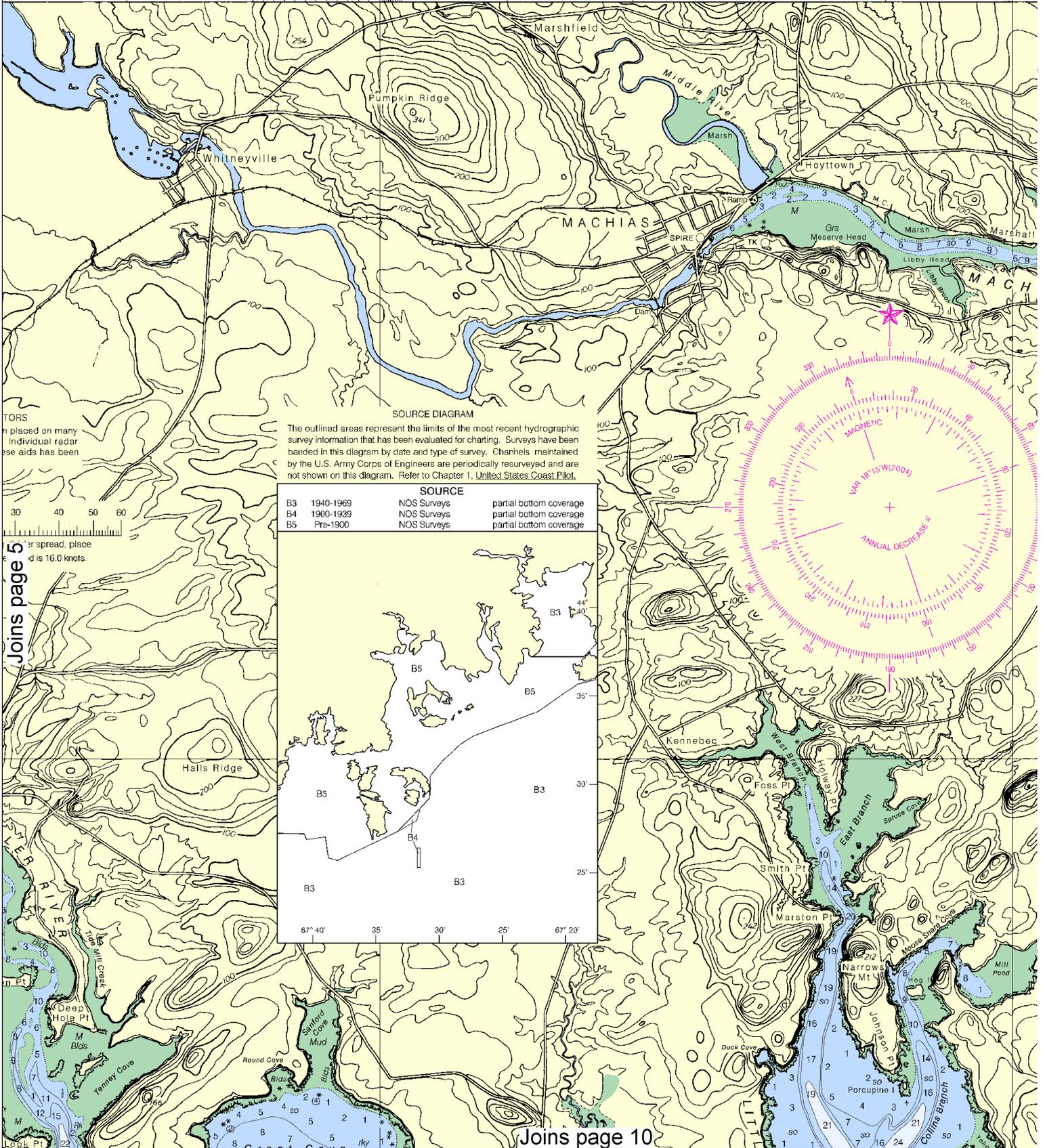




This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

31' 45' 30' 15' 30' 50'

25'



TORS  
n placed on many  
Individual radar  
ese aids has been

SOURCE DIAGRAM

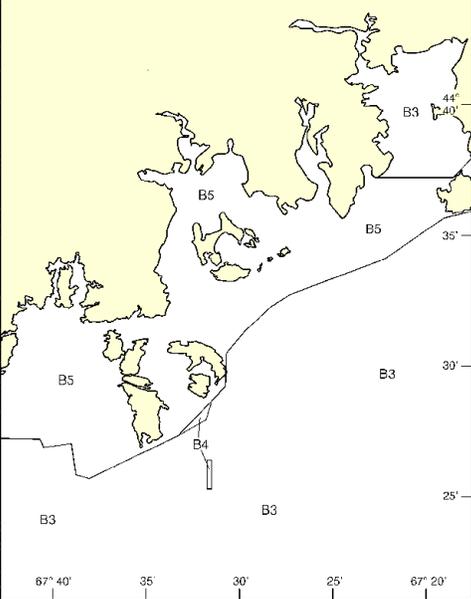
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SOURCE

B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

spread place  
d is 16.0 knots

Joins page 5



Joins page 10

6



Printed at reduced scale.

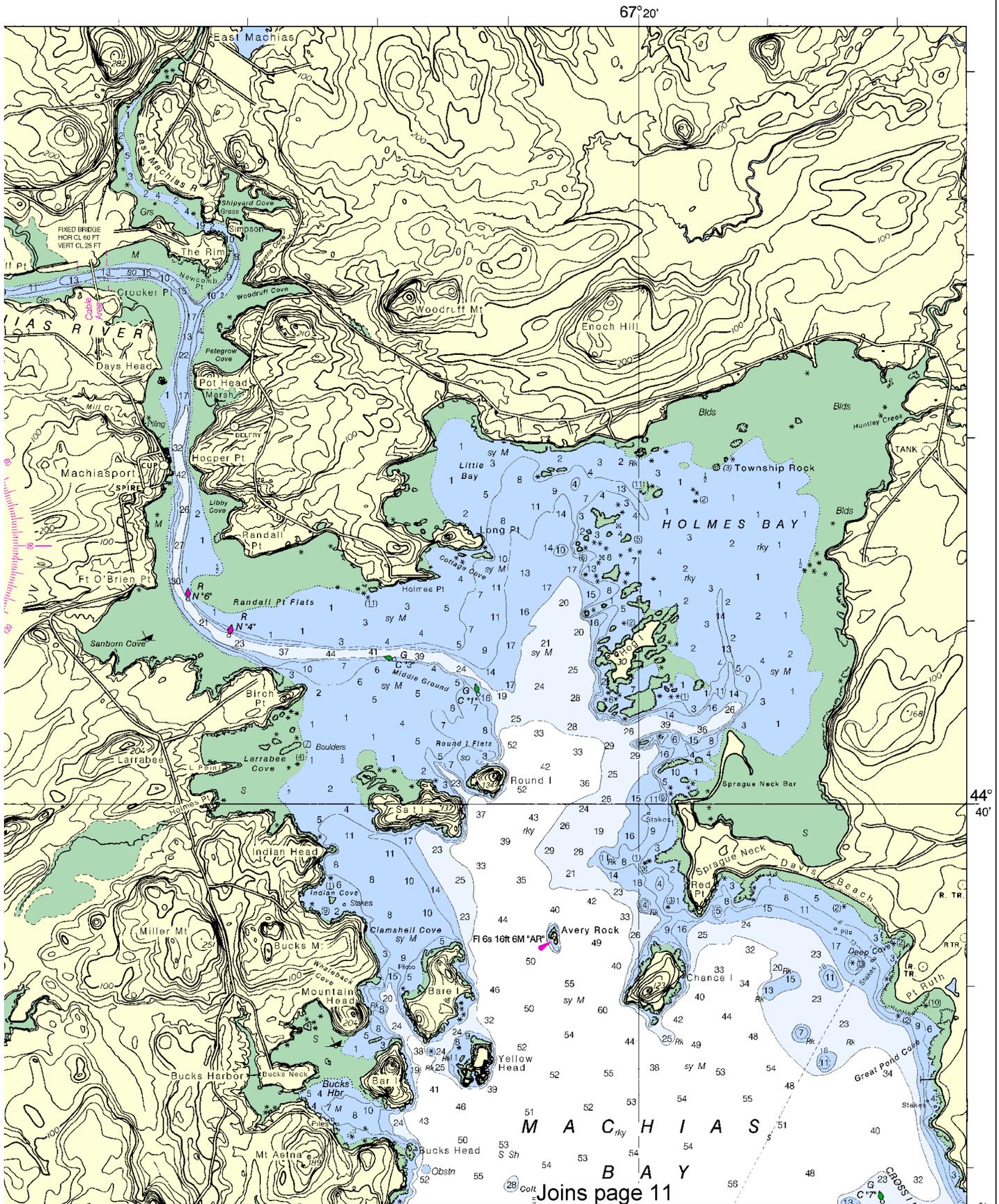
SCALE 1:40,000

See Note on page 5.



# SOUNDINGS IN FEET

13326



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0511 2/1/2011,  
NGA Weekly Notice to Mariners: 0711 2/12/2011,  
Canadian Coast Guard Notice to Mariners: 0810 8/27/2010.



Joins page 4

Carr Hill  
233

Tracy Corners

Monsapee

Porcupine Hill  
249

Bryant Corners

Ikes Hill  
205

Gay Hill

35°

33°

45

30

15

32°

Hardwood Hill  
136

Indian River

WEST RIVER

Crowley Island

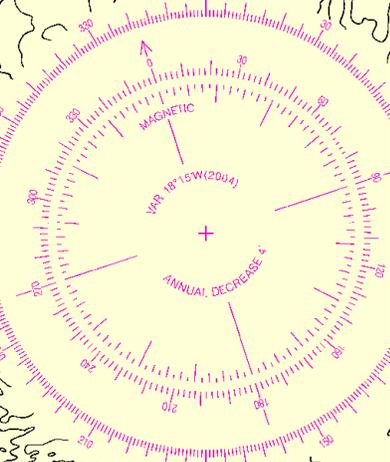
INDIAN RIVER

Bare Pt

Steele Pt

Joins page 12

ONESPORT



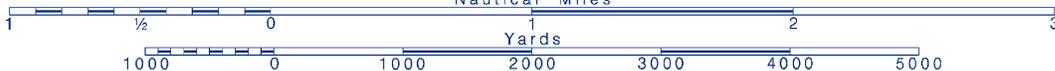
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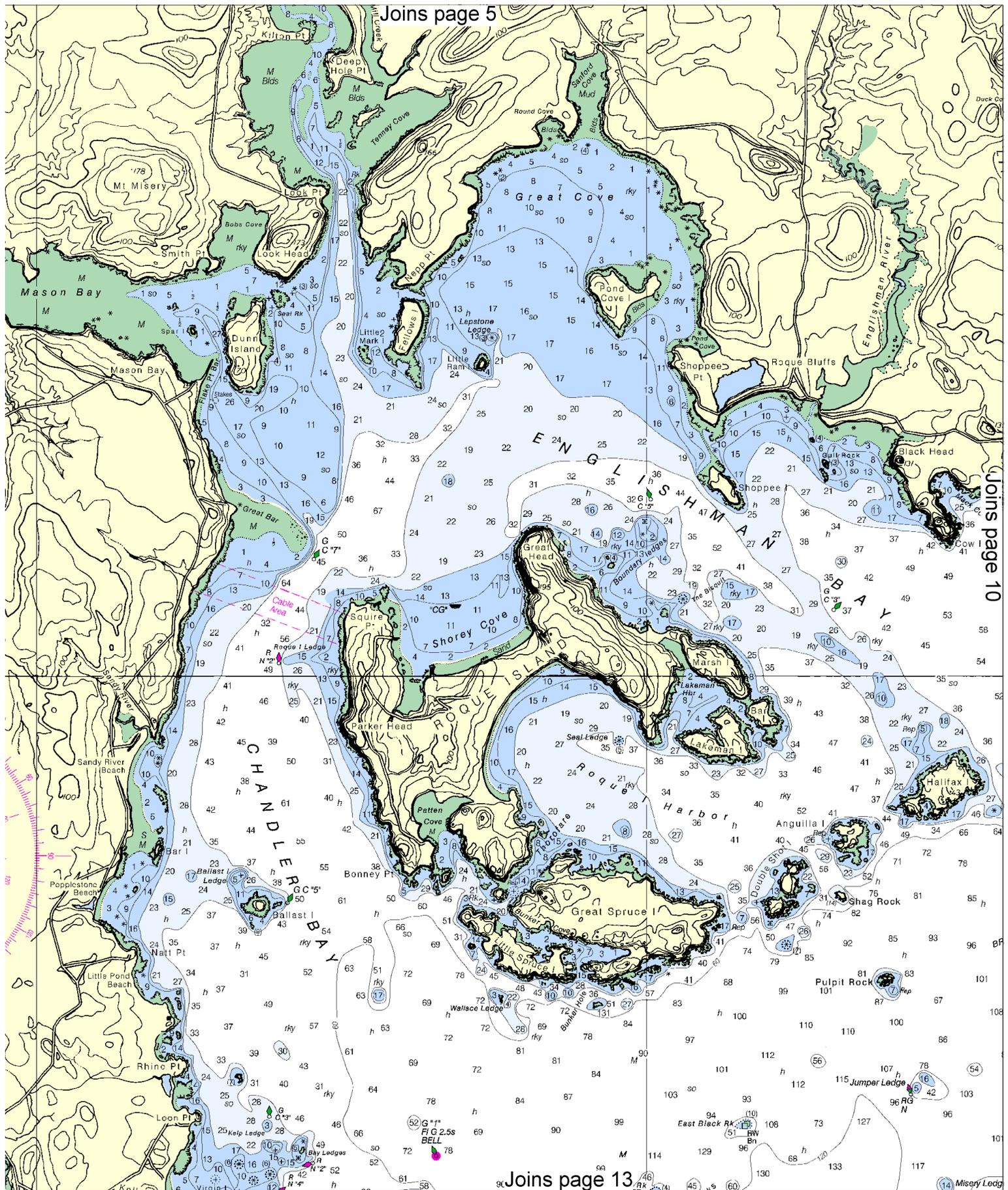
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.



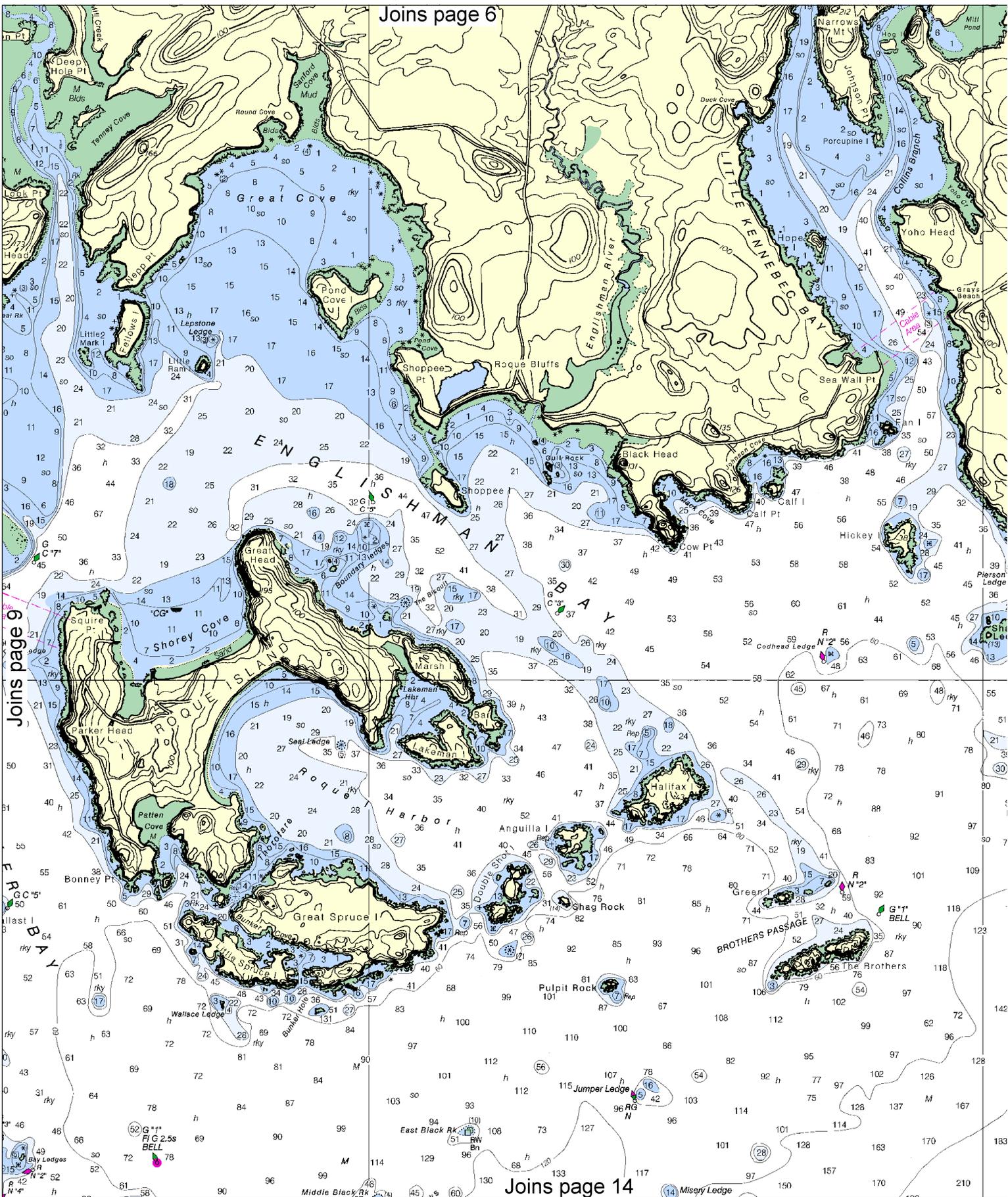
Joins page 5



Joins page 10

Joins page 13

Joins page 6



Joins page 9

Joins page 14

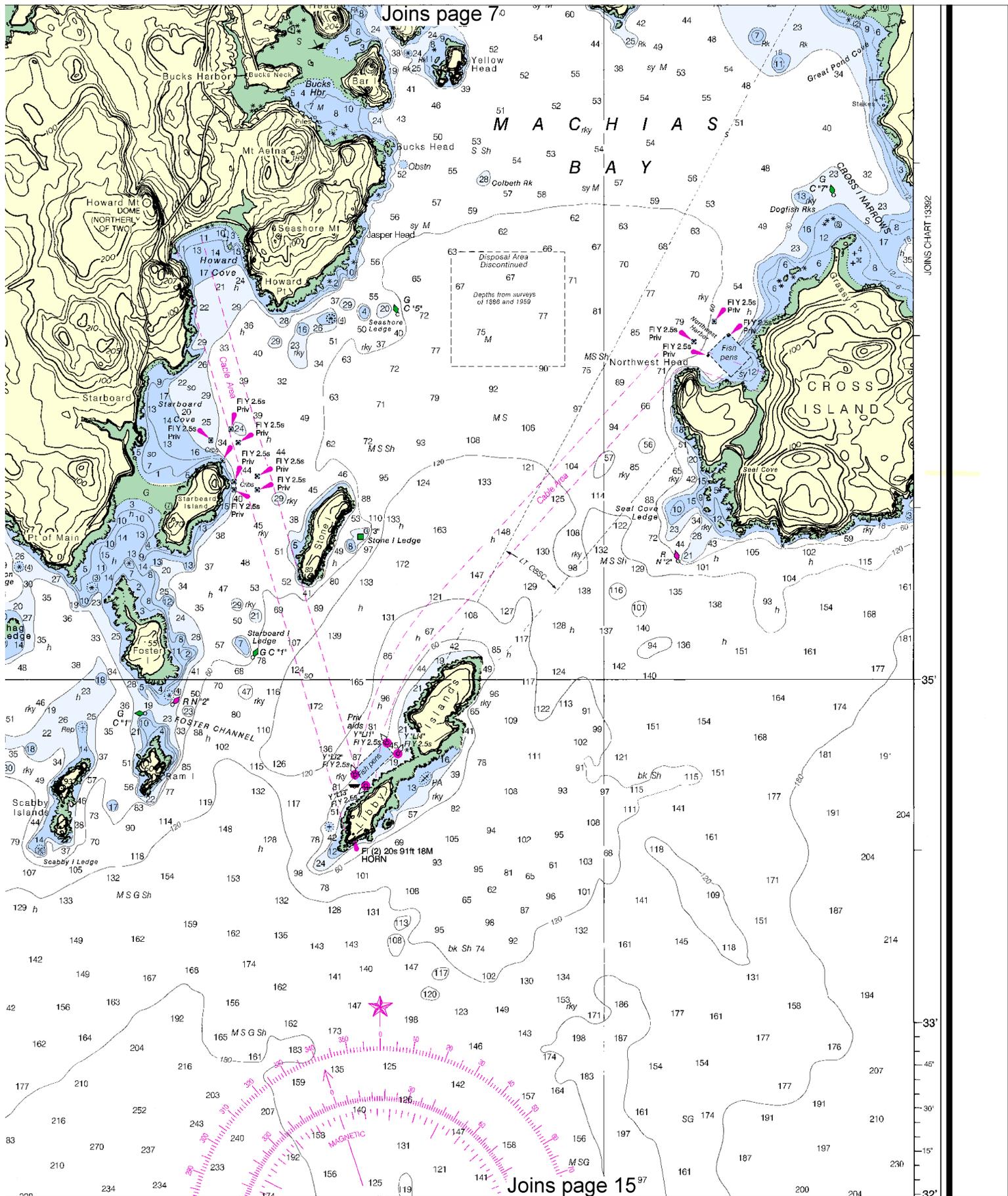


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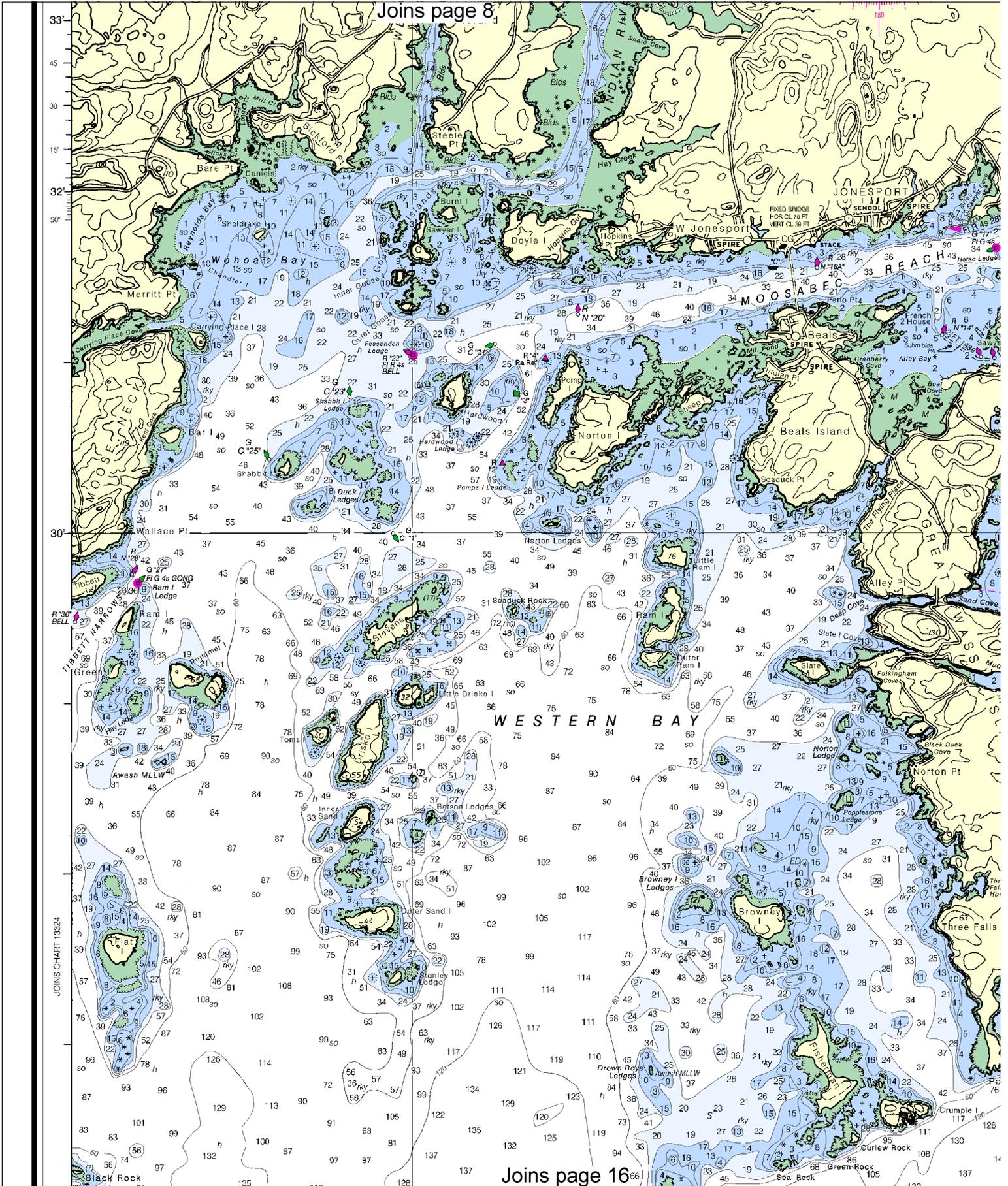
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





JOINS CHART 13392



12

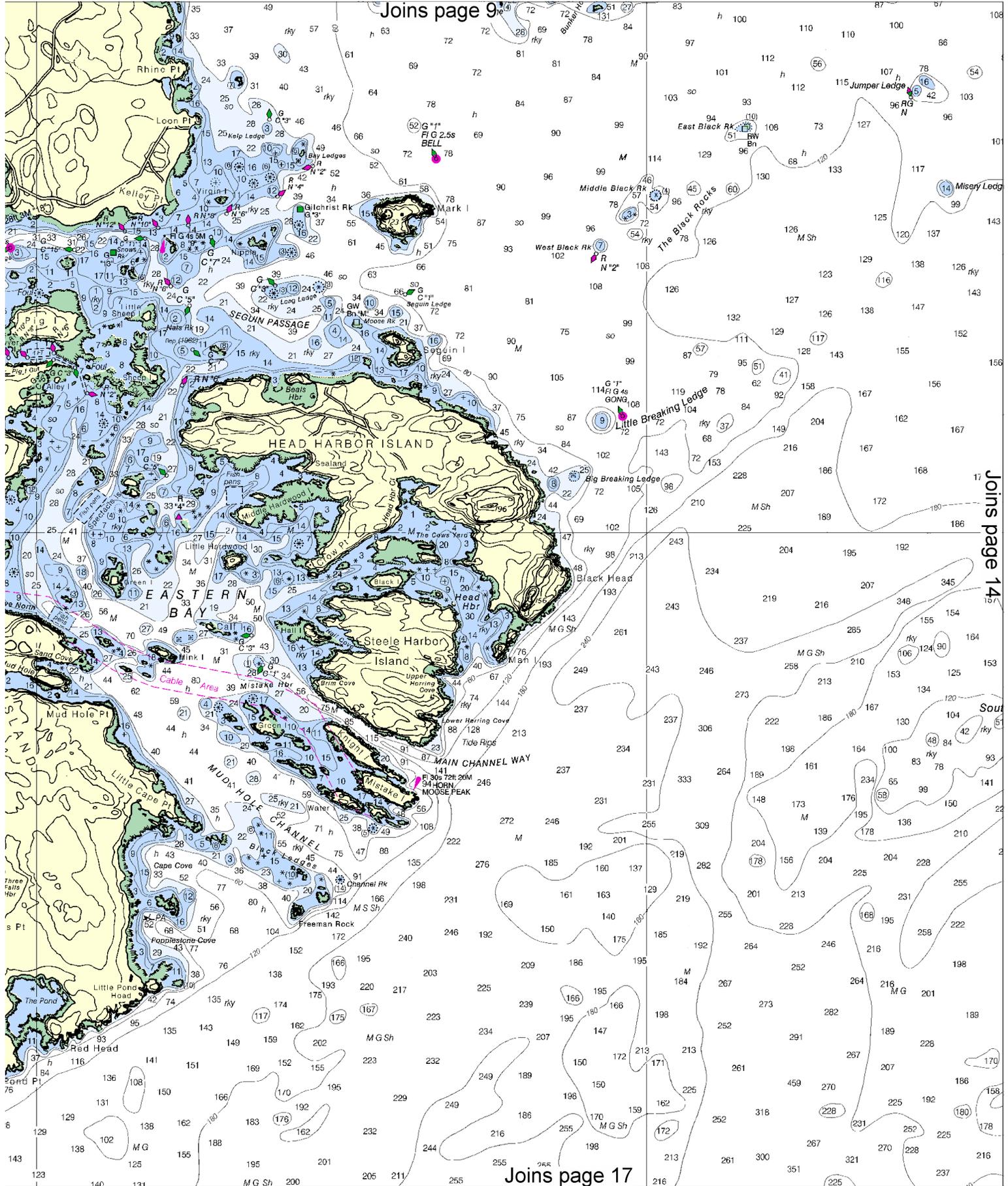


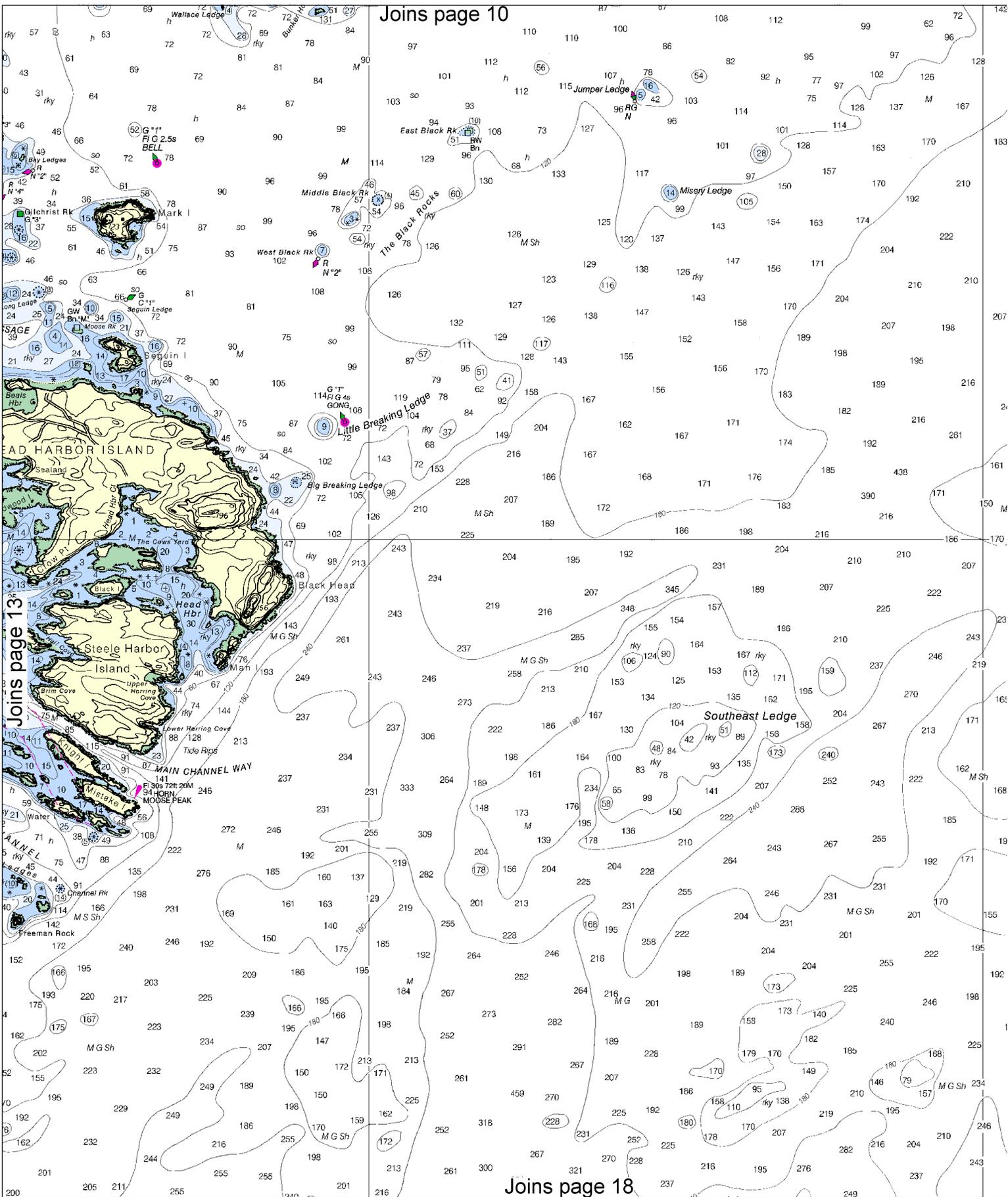
Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.







Joins page 13

Joins page 18



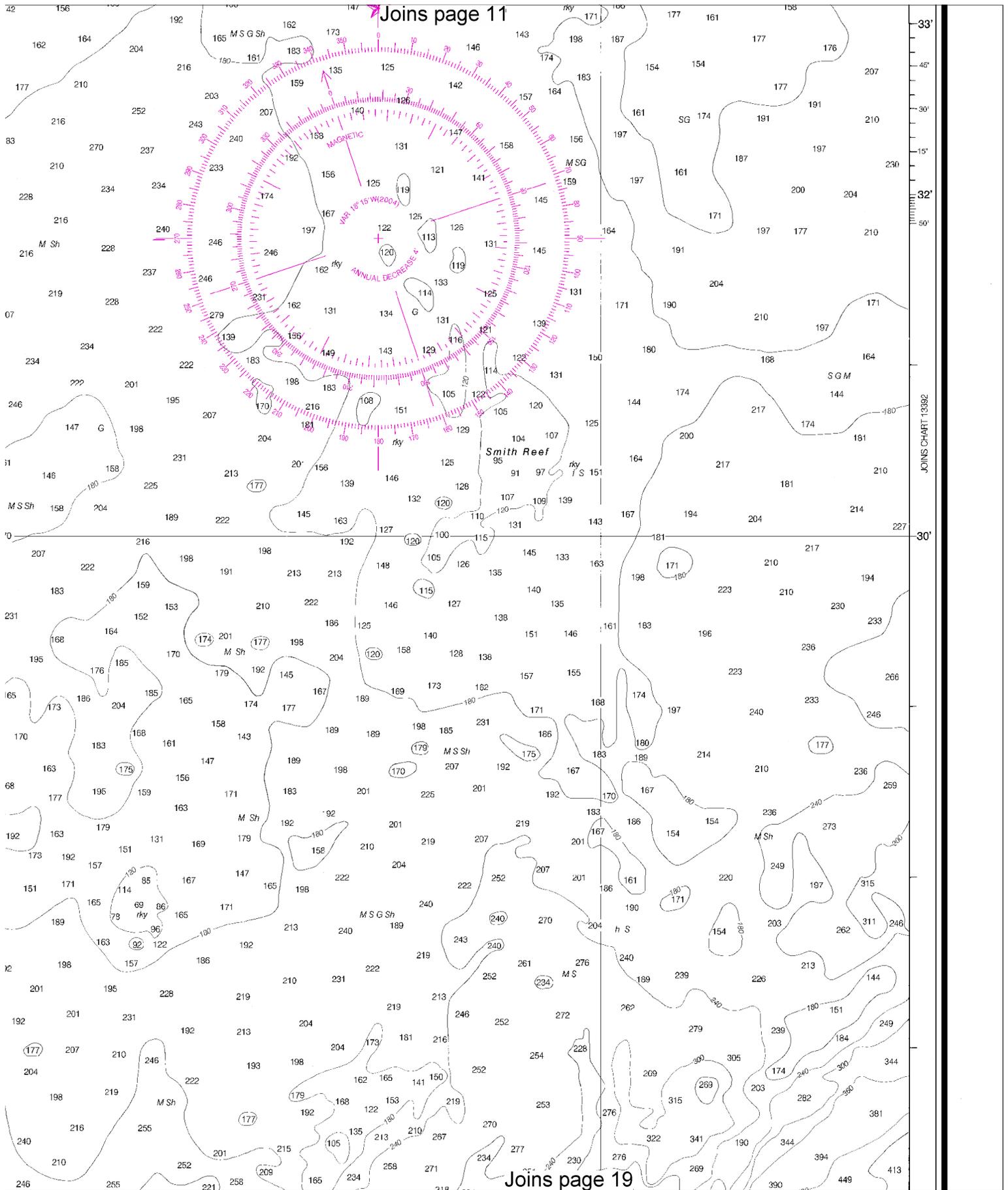
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SCALE 1:40,000

See Note on page 5.

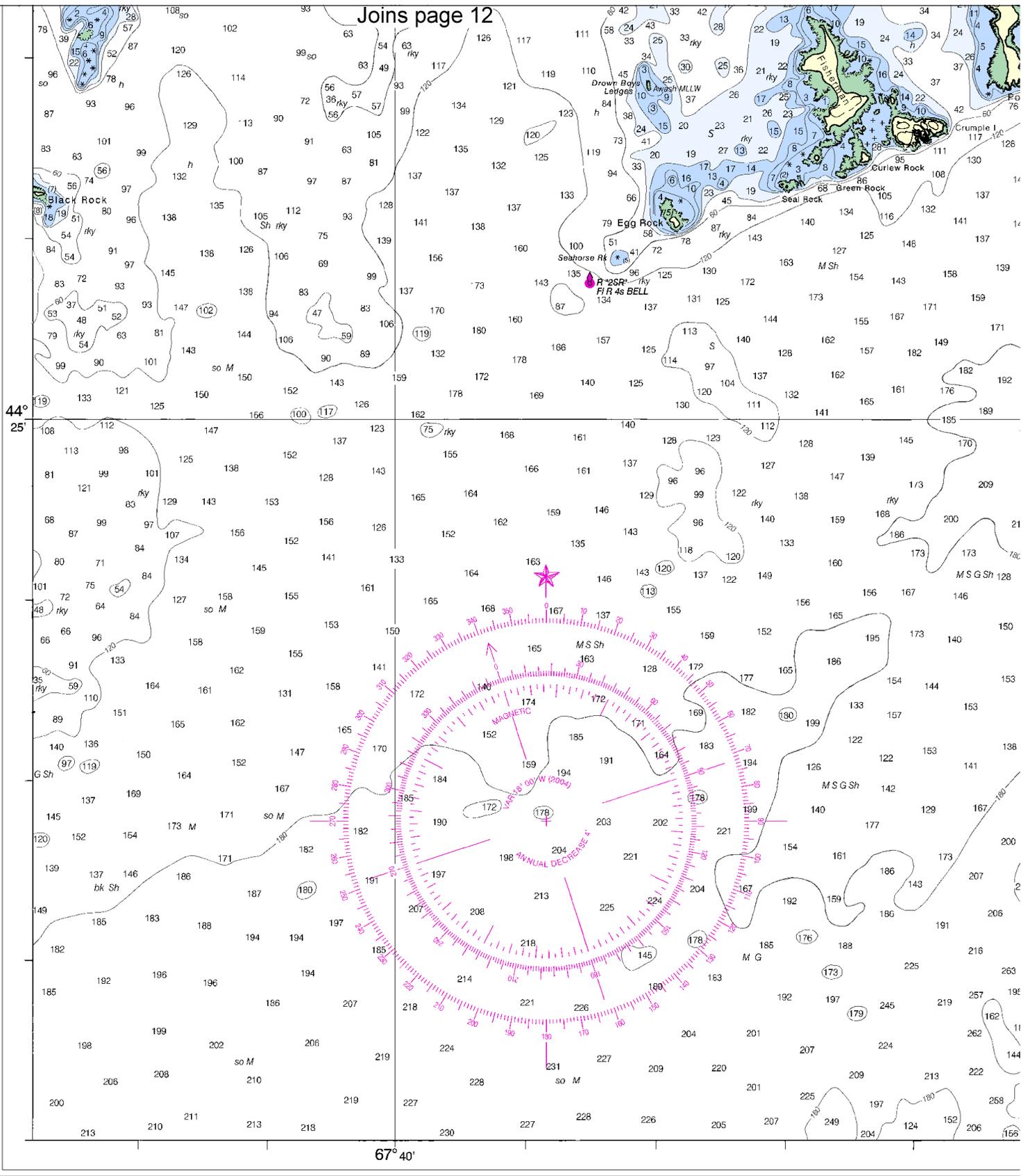


Joins page 11



Joins page 19

Joins page 12



13th Ed., Apr. 04  
**13326**

Corrected through NM Apr. 24/04  
Corrected through LNM Apr. 6/04

CAUTION  
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**SOUNDINGS IN FEET**

**16**

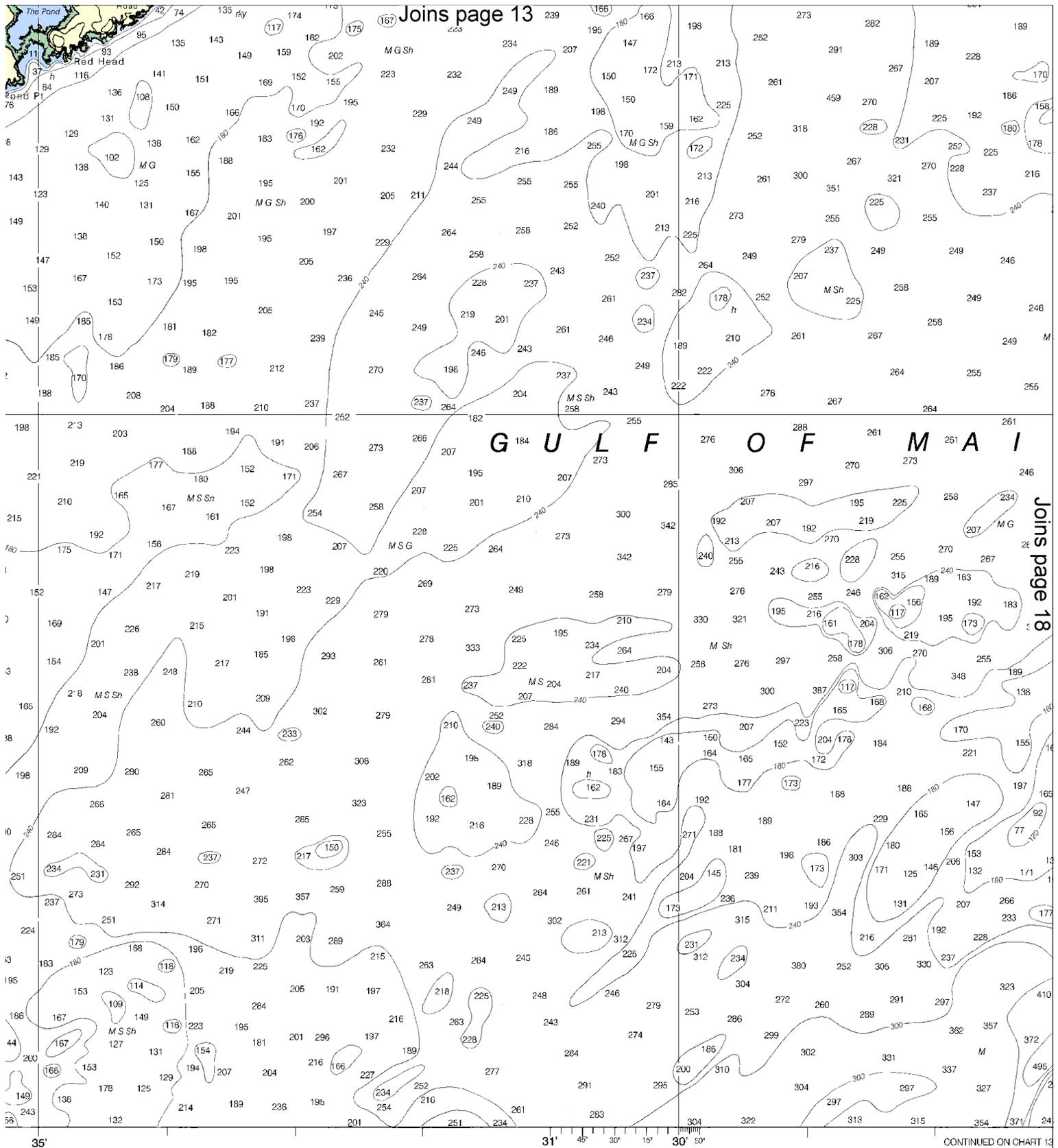


Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Joins page 13

Joins page 18

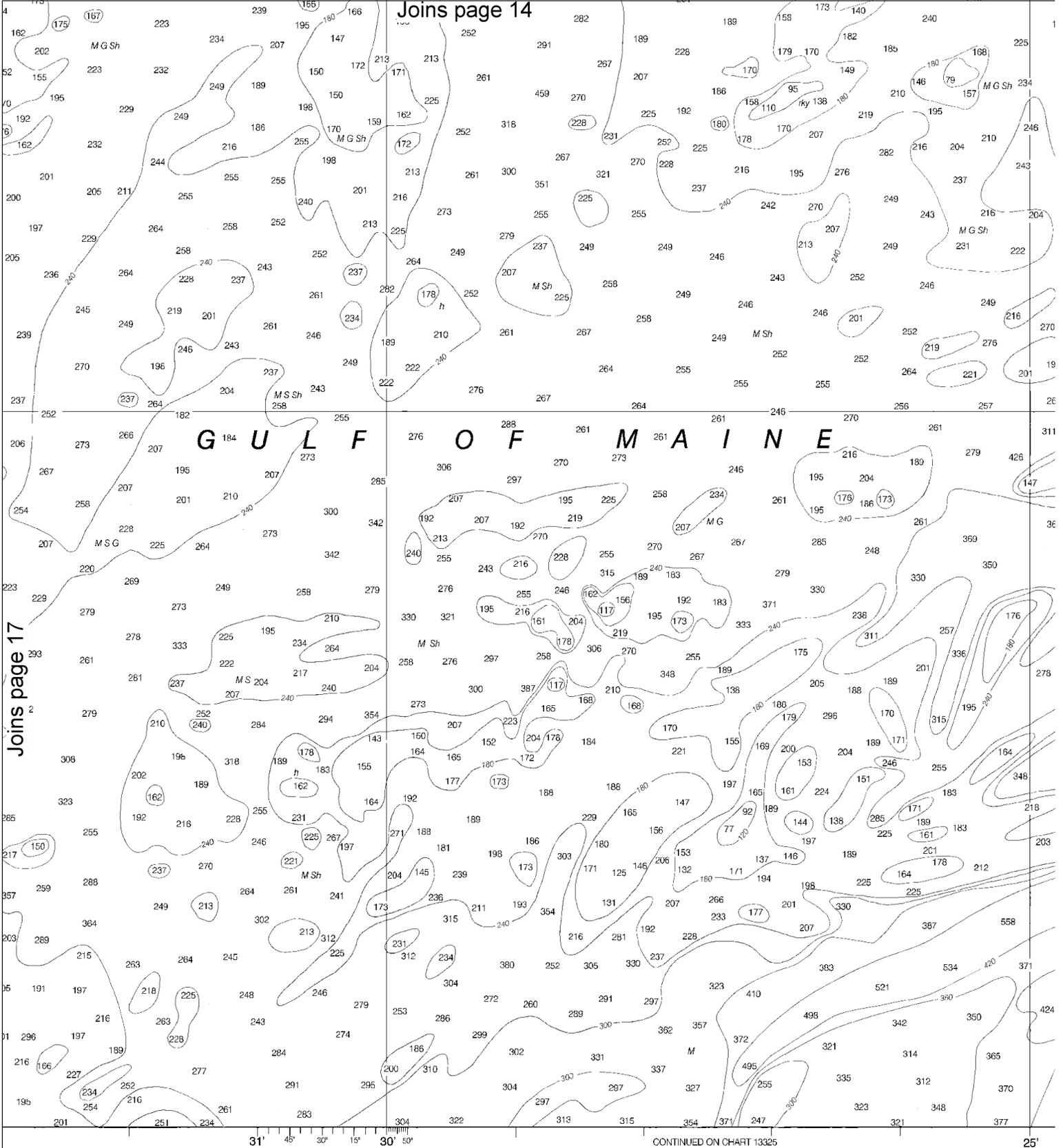
G U L F O F M E X I C O

CONTINUED ON CHART 13

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

NOAA and its partner, OceanGraf and critical corrections. Charts and Editions are available 5-8 weeks before about Print-on-Demand charts or help@NauticalCharts.gov, or O help@OceanGraf.com



Joins page 17

CONTINUED ON CHART 13325

safe navigation. The National additions, or comments for in (NCS2), National Ocean

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
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 NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

# 18

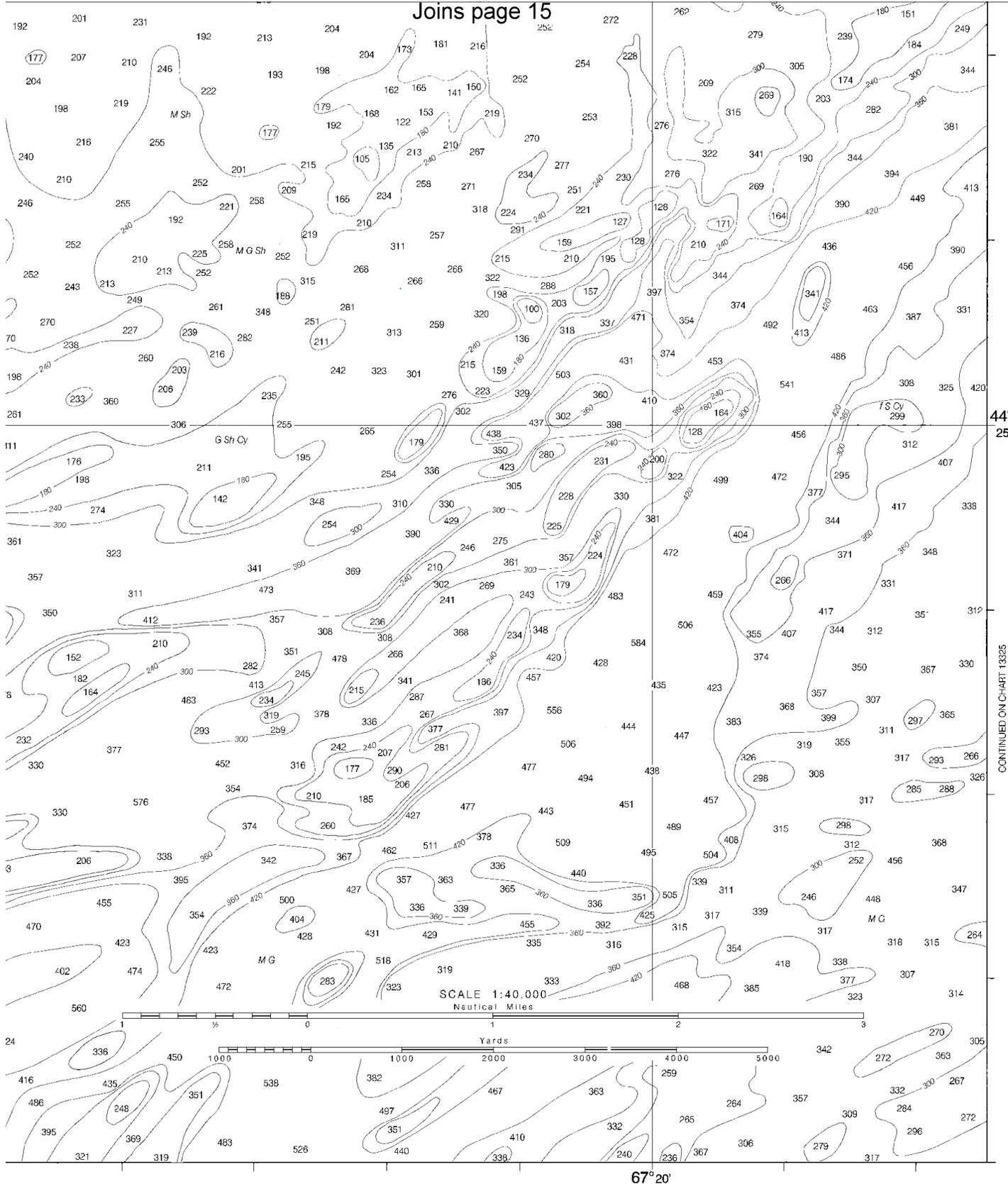


Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





44° 25'

CONTINUED ON CHART 13325

SCALE 1:40,000  
Nautical Miles

Yards

67° 20'

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Machias Bay to Tibbett Narrows  
SOUNDINGS IN FEET - SCALE 1:40,000

13326



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Eastport** – 207-853-2845

**Coast Guard Jonesport** – 207-497-5700

**Maine Marine Patrol** – 800-432-7381

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).

